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Shipbuilders Council of America

January 1986 Statistical Summary

Shipbuilders Council of America
1110 Vermont Avenue, N.W.
Washington, D.C. 20005
(202) 775-9060

TWX: 710-822-9524 SHIPBUILD WSH
TELECOPIER: 202-775-9066

Statistics Compiled By:
William G. Kurfehs
Assistant to the President

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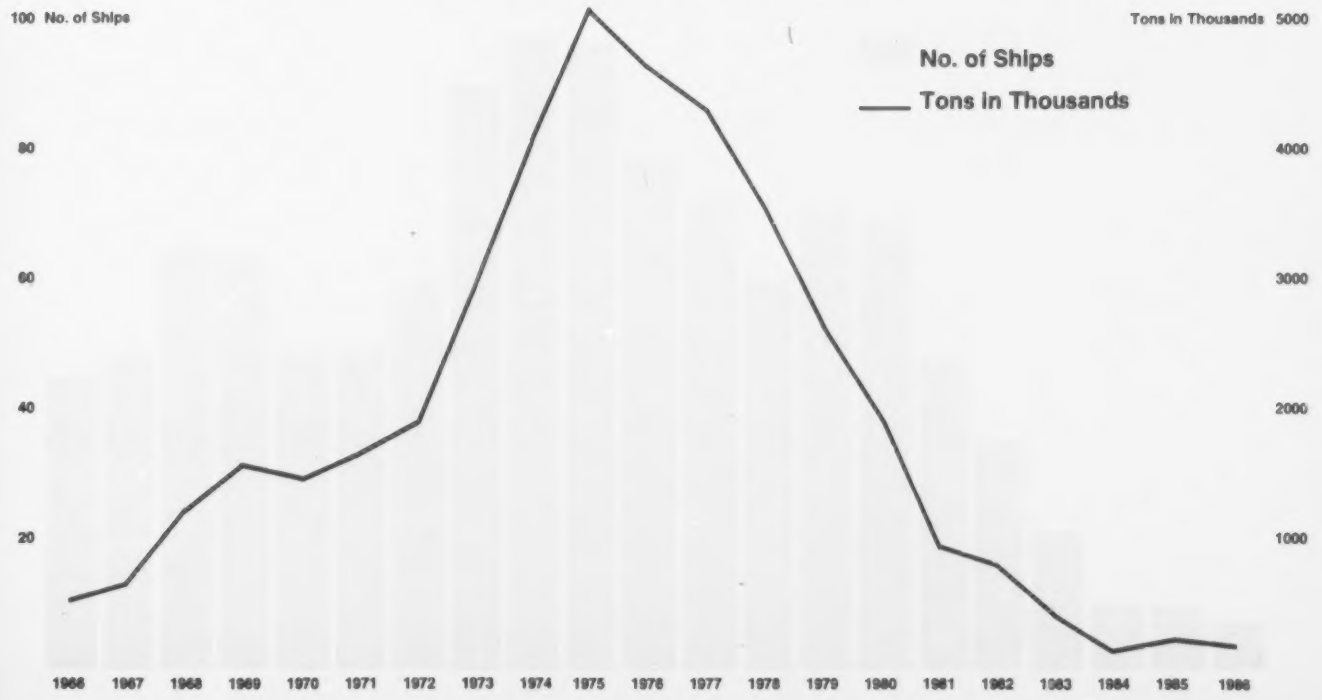
New Naval Vessels *Building or on Order* In Private Shipyards — As of January 1st

(ships of 1000 light displacement tons & larger)

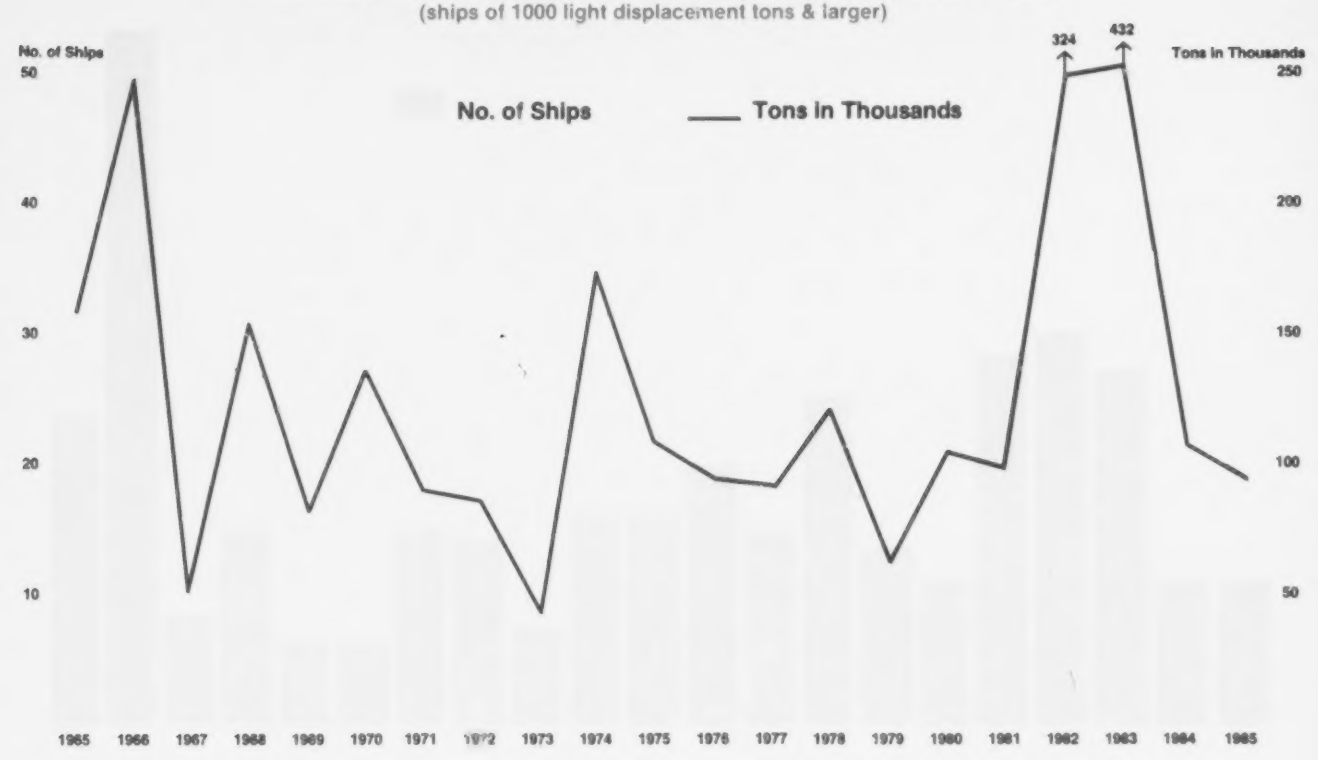
New Merchant Vessels *Building or on Order* in Private Shipyards — As of January 1st

(ships of 1000 gross tons & larger)



New Naval Vessels *Ordered* From Private Yards by Calendar Years

(ships of 1000 light displacement tons & larger)

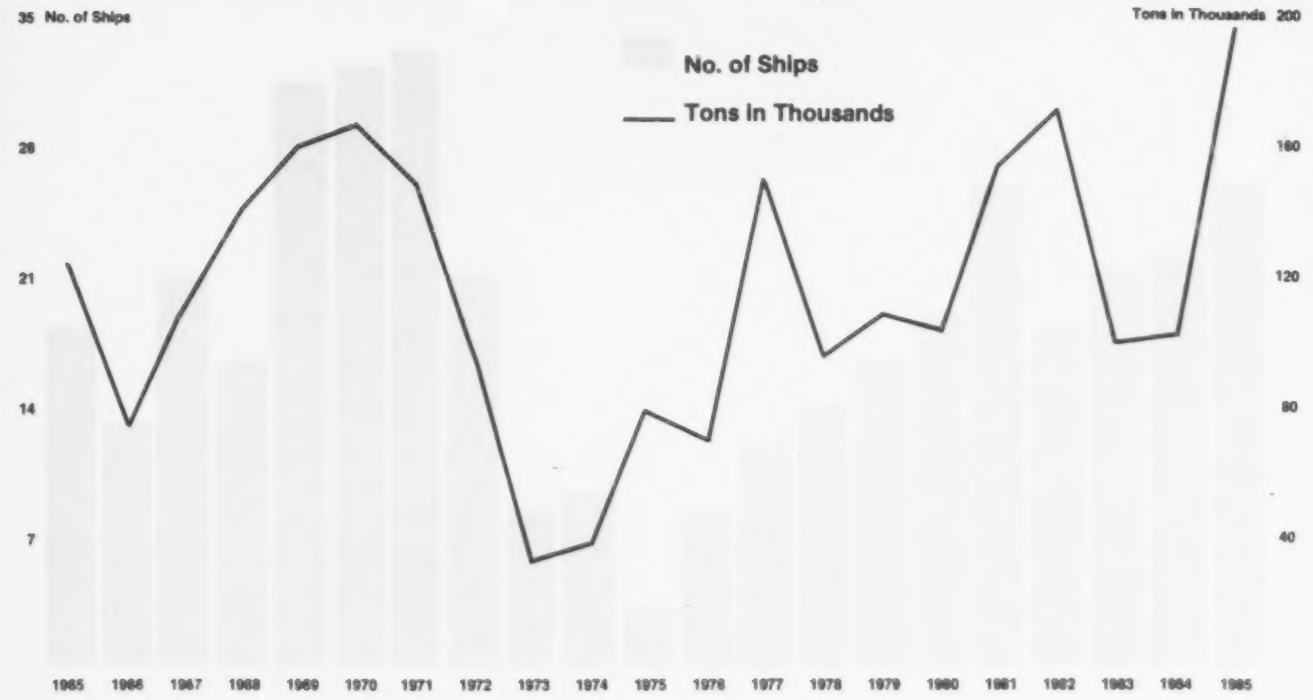


New Merchant Vessels *Ordered* by Calendar Years

(ships of 1000 gross tons & larger)

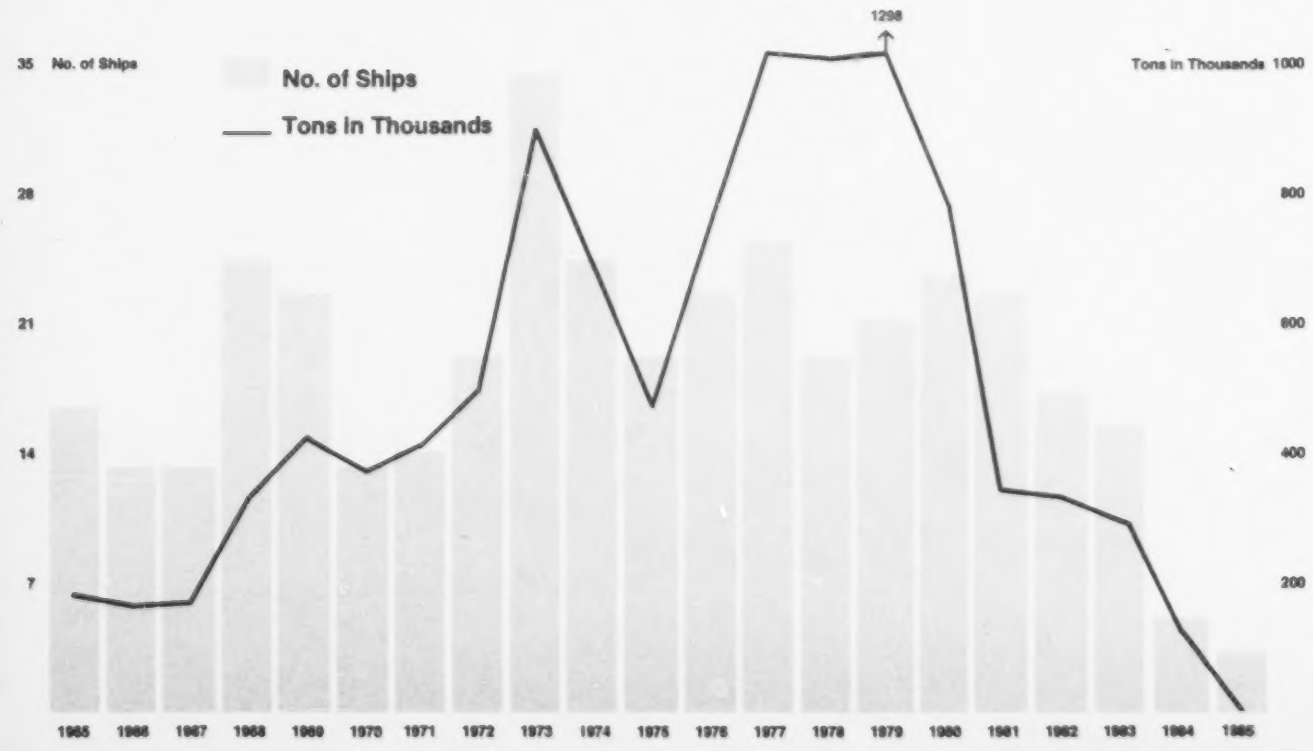
Deliveries of New Naval Vessels by Private Yards by Calendar Years

(ships of 1000 light displacement tons & larger)



Deliveries of New Merchant Vessels by Calendar Years

(ships of 1000 gross tons & larger)



New Merchant Type Vessels 1,000 Gross Tons and Over Under Construction or on Order in U.S. Private Shipyards

	Jan. 1982		Jan. 1983		Jan. 1984		Jan. 1985		Jan. 1986	
	No.	G.T.	No.	G.T.	No.	G.T.	No.	G.T.	No.	G.T.
Ferry	2	7,930	1	2,930	2	3,215				
Passenger Vessel							1	1,100		
Passenger and Vehicle Ferry							1	2,100		
Tanker	10	258,400	7	176,300	3	75,000	2	179,400	2	179,400
Tug/Barge	9	195,000	4	100,000	2	50,000				
Containership	3	121,470	1	40,490			3	48,000	3	48,000
Container-Ro/Ro Ship	3	55,500	3	55,500						
Dry Bulk Carrier	2	47,000								
Hopper Dredge	3	20,000	1	6,000	1	3,000	1	3,000		
Tuna Purseiner	2	2,000								
Collier	1	23,000	1	23,000						
Incinerator Ship			2	9,700	2	9,700	2	9,700	2	9,700
Oceanographic Research			1	2,500						
TOTALS	35	730,300	21	416,420	10	140,915	10	243,300	7	237,100

New Naval Vessels 1,000 Light Displacement Tons and Over Under Construction or on Order in U.S. Private Shipyards

	Jan. 1982		Jan. 1983		Jan. 1984		Jan. 1985		Jan. 1986	
	No.	LDT	No.	LDT	No.	LDT	No.	LDT	No.	LDT
Destroyer Tender (AD)	2	26,800	1	13,400						
Fleet Oiler (AO)	2	19,000	1	9,500						
Repair Drydock (ARDM)			1	5,300	1	5,300	1	5,300	1	5,300
Salvage Ship (ARS)	1	2,725	4	10,900	4	10,900	4	10,900	2	5,450
Guided Missile Cruiser (CG)	4	35,640	6	53,460	12	106,920	14	124,740	12	106,920
Aircraft Carrier (Nuclear) (CVN)	2	142,000	3	213,000	3	213,000	3	213,000	3	213,000
Destroyer (DD)	1	5,000	1	5,000						
Guided Missile Destroyer (DDG)	1	8,200							1	8,300
Guided Missile Frigate (FFG)	31	84,537	28	76,356	17	46,359	10	27,270	5	13,635
Dock Landing Ship (LSD)	1	11,100	2	22,200	4	44,400	6	66,600	7	77,700
Amphibious Assault Ship (LHD)							1	28,500	1	28,500
Mine Countermeasures Ship (MCM)			1	1,000	5	5,000	5	5,000	5	5,000
Ballistic Missile Submarine (Nuclear) (SSBN)	7	87,500	8	100,000	8	100,000	6	75,000	5	62,500
Attack Submarine (Nuclear) (SSN)	19	114,000	20	120,000	19	114,000	18	108,000	15	90,000
Oiler (T-5)					5	45,000	5	45,000	2	18,000
Ocean Surveillance Ship (T-AGOS)	8	12,800	12	19,200	12	19,200	9	14,400	7	11,200
Oceanographic Survey Ship (T-AGS)									2	17,620
Prepositioning Ship (T-AKX)			2	45,400	5	113,500	5	113,500	2	45,400
Fleet Oiler (T-AO)			1	9,500	4	38,000	4	38,000	7	66,500
Cable Repair Ship (T-ARC)	1	8,430	1	8,430	1	8,430				
USCG Medium Endurance Cutter (WMEC)	13	15,600	13	15,600	11	13,200	9	10,800	8	9,600
TOTALS	93	573,332	105	728,246	111	883,209	100	886,010	85	784,625

*New Merchant Type Vessel *Contracts* With U.S. Private Shipyards

(1,000 Gross Tons and Over)

Year	No.	G.T.	Construction Subsidy		Contracted for Government Account		For U.S. Flag No. Subsidy		For Foreign Registry	
			No.	G.T.	No.	G.T.	No.	G.T.	No.	G.T.
1955	18	195,800	2	36,400	7	37,900	6	98,500	3	23,000
1956	57	1,324,600	2	30,000	1	16,500	37	777,800	17	500,300
1957	32	691,700	—	—	2	18,800	26	552,900	4	120,000
1958	22	176,000	19	167,600	—	—	3	8,400	—	—
1959	19	195,600	15	147,600	—	—	4	48,000	—	—
1960	23	269,700	23	269,700	—	—	—	—	—	—
1961	31	431,200	22	239,000	—	—	9	192,200	—	—
1962	15	173,500	14	147,500	—	—	1	26,000	—	—
1963	25	291,300	18	202,800	1	12,000	6	76,500	—	—
1964	18	277,200	17	240,200	—	—	1	37,000	—	—
1965	14	147,900	9	110,100	—	—	5	37,800	—	—
1966	16	244,400	14	202,600	—	—	2	41,800	—	—
1967	29	749,700	11	290,400	—	—	18	459,300	—	—
1968	23	614,400	11	209,800	—	—	12	404,600	—	—
1969	8	309,000	2	36,000	—	—	6	273,000	—	—
1970	13	579,500	8	358,100	—	—	5	221,400	—	—
1971	24	617,000	10	416,100	1	5,000	13	195,900	—	—
1972	47	1,537,900	25	1,218,400	—	—	22	319,500	—	—
1973	41	1,978,000	15	985,200	1	5,000	25	987,800	—	—
1974	15	1,113,300	2	398,000	—	—	13	715,300	—	—
1975	11	507,900	—	—	—	—	11	507,900	—	—
1976	16	339,400	6	120,300	—	—	10	219,100	—	—
1977	12	258,000	9	245,000	—	—	3	13,000	—	—
1978	30	394,000	10	196,500	—	—	20	197,500	—	—
1979	21	487,200	4	140,000	—	—	17	347,200	—	—
1980	7	116,200	—	—	—	—	7	116,200	—	—
1981	8	418,000	2	42,000	—	—	6	106,000	—	—
1982	3	12,200	—	—	—	—	3	12,200	—	—
1983	4	7,200	—	—	—	—	4	7,200	—	—
1984	5	227,400	—	—	—	—	5	227,400	—	—
1985	—	—	—	—	—	—	—	—	—	—

* New contracts that were cancelled are not included in this table.

New Merchant Type Vessels *Delivered* By U.S. Private Shipyards
(1,000 Gross Tons and Over)

Year	No.	G.T.	Built with Construction Subsidy		Built for Government Account		For U.S. Flag No. Subsidy		For Foreign Registry	
			No.	G.T.	No.	G.T.	No.	G.T.	No.	G.T.
1955	8	105,200	—	—	3	37,800	4	48,700	1	18,800
1956	9	125,900	—	—	2	28,200	4	78,000	3	19,700
1957	23	320,000	—	—	7	58,200	13	198,300	3	63,800
1958	31	573,400	4	60,700	3	20,400	17	305,600	7	186,700
1959	32	716,800	—	—	1	15,000	20	356,400	11	345,400
1960	25	404,200	9	90,500	1	2,700	13	255,000	2	56,000
1961	25	369,100	18	190,100	—	—	7	178,900	—	—
1962	27	390,700	23	260,400	1	13,400	3	116,900	—	—
1963	34	421,800	26	295,600	—	—	8	126,200	—	—
1964	16	223,800	11	122,200	—	—	5	101,600	—	—
1965	16	180,200	11	120,300	—	—	5	59,900	—	—
1966	13	161,100	12	138,100	—	—	1	23,000	—	—
1967	13	162,900	10	126,300	1	12,000	2	24,600	—	—
1968	24	329,300	17	234,000	—	—	7	95,300	—	—
1969	22	416,100	14	209,100	—	—	8	207,000	—	—
1970	13	369,900	3	58,800	—	—	10	311,100	—	—
1971	14	407,100	6	150,000	—	—	8	257,100	—	—
1972	19	491,400	9	221,500	—	—	10	269,900	—	—
1973	34	886,600	18	511,900	—	—	16	374,700	—	—
1974	24	684,300	11	445,700	—	—	13	238,600	—	—
1975	19	469,300	5	242,200	1	5,000	13	222,100	—	—
1976	22	754,500	13	573,400	—	—	9	181,100	—	—
1977	25	1,035,900	10	666,700	—	—	15	369,200	—	—
1978	19	1,027,100	4	208,600	—	—	15	818,500	—	—
1979	21	1,298,400	8	625,200	—	—	13	673,200	—	—
1980	23	788,400	10	550,900	—	—	13	237,500	—	—
1981	22	347,000	5	95,500	—	—	17	251,500	—	—
1982	17	326,100	5	142,000	—	—	12	184,100	—	—
1983	15	282,700	5	117,000	—	—	10	165,700	—	—
1984	5	125,000	1	21,000	—	—	4	104,000	—	—
1985	3	6,215	—	—	—	—	3	6,215	—	—

Note: A Total of seven vessels remain to be delivered (five in 1986 and two in 1987).

New Naval Combatant and Auxiliary Vessels *Contracted* For With Private U.S. Shipyards
(1,000 Light Displacement Tons and Over)

Calendar Year	Total Vessels	Combatant	Auxiliary	Contract Yards	Light Disp. Tons	Initial Shipyard Contract $ Value
1965	23	10	13	9	158,249	476,579,120
1966	54	45	9	7	246,090	864,902,599
1967	8	1	7	4	50,030	188,549,396
1968	15	10	5	4	152,591	638,238,500
1969	6	6	0	3	79,533	453,180,000
1970	6	6	0	2	132,000	758,100,000
1971	15	15	0	3	88,044	1,055,000,000
1972	14	13	1	4	85,522	852,204,347
1973	7	7	0	2	38,727	512,345,000
1974	16	14	2	4	171,100	1,387,375,100
1975	16	13	3	6	106,197	1,677,241,000
1976	20	14	6	8	91,322	1,254,169,000
1977	15	12	3	8	88,616	1,575,271,000
1978	25	20	5	8	119,478	2,506,400,000
1979	13	11	2	6	60,646	1,356,752,936
1980	11	8	3	6	101,072	1,933,654,550
1981	28	13	15	10	97,307	2,842,300,500
1982	30	18	12	11	324,240	7,801,200,000
1983	27	12	15	10	431,760	5,041,400,000
1984	11	11	0	6	104,157	2,848,800,000
1985	11	4	7	7	92,320	1,679,400,000

New Naval Combatant and Auxiliary Vessels *Delivered* By Private U.S. Shipyards
(1,000 Light Displacement Tons and Over)

Calendar Year	Total Vessels	Combatant	Auxiliary	Contract Yards	Light Disp. Tons	Initial Shipyard Contract $ Value
1965	18	12	6	10	122,409	462,162,649
1966	13	13	0	7	74,299	403,882,197
1967	21	18	3	10	108,880	485,945,597
1968	16	11	5	7	137,774	463,276,250
1969	31	24	7	14	159,227	609,208,192
1970	32	26	6	13	165,801	596,290,832
1971	33	26	7	10	146,660	595,107,145
1972	21	16	5	7	94,964	390,999,647
1973	8	7	1	4	32,642	168,409,559
1974	9	9	0	4	37,960	330,078,000
1975	3	3	0	2	79,517	515,300,000
1976	8	7	1	3	69,522	618,504,347
1977	12	12	0	4	147,749	1,143,340,000
1978	14	14	0	3	95,022	950,570,000
1979	16	11	5	5	107,777	1,071,347,310
1980	19	14	5	8	102,436	1,159,026,333
1981	26	20	6	8	152,393	2,333,749,664
1982	18	16	2	8	169,326	2,211,410,332
1983	21	19	2	9	96,797	1,819,767,500
1984	22	18	4	8	101,356	2,119,790,760
1985	26	13	13	12	193,705	3,351,963,735

NAVAL SHIPYARD EMPLOYMENT

Total employment at naval shipyards, according to Bureau of Labor Statistics, stood at 78,300 in August 1985.

Naval Shipyard Employment — All Employees (In Thousands)

	Total	Portsmouth Philadelphia	Norfolk Charleston	Puget Sound Mare Island Long Beach Pearl Harbor
Average 1970	83.0	24.4	19.1	39.5
Average 1971	75.5	20.8	18.5	36.2
Average 1972	70.1	18.7	17.7	33.7
Average 1973	64.5	16.1	17.3	31.1
Average 1974	64.4	13.7	18.5	32.2
Average 1975	64.6	13.4	18.6	32.6
Average 1976	65.4	13.7	18.9	32.8
Average 1977	67.6	14.3	19.7	33.7
Average 1978	70.6	15.7	21.0	33.8
Average 1979	71.1	16.3	21.3	33.5
Average 1980	72.4	17.4	21.2	33.8
Average 1981	76.5	19.3	21.9	35.2
Average 1982	80.2	20.1	22.8	37.2
Average 1983	82.0	20.6	23.5	37.2
Average 1984	80.7	20.2	23.9	36.6
1984				
January	80.9	20.3	23.8	36.8
February	81.0	20.5	23.9	36.6
March	80.5	20.2	23.9	36.4
April	80.5	20.2	24.0	36.3
May	80.8	20.3	24.0	36.5
June	80.8	20.4	24.0	36.4
July	80.8	20.3	23.9	36.6
August	80.6	20.2	23.8	36.6
September	80.3	19.9	23.7	36.7
October	80.8	20.0	24.0	36.8
November	80.7	20.1	24.0	36.6
December	80.7	20.3	24.0	36.4
1985				
January	80.8	20.3	24.1	36.4
February	80.8	20.3	24.1	36.4
March	80.2	20.0	23.9	36.3
April	79.8	19.9	23.8	36.1
May	79.5	19.9	23.7	35.9
June	79.2	19.8	23.7	35.7
July	78.9	19.8	23.6	35.5
August	78.3	19.5	23.4	35.4

Employment in the Shipyard Mobilization Base

In 1982, the Maritime Administration (MARAD) of the Department of Transportation and the Naval Sea Systems Command defined the Shipyard Mobilization Base (SYMBA) in specific terms. Their definition is as follows:

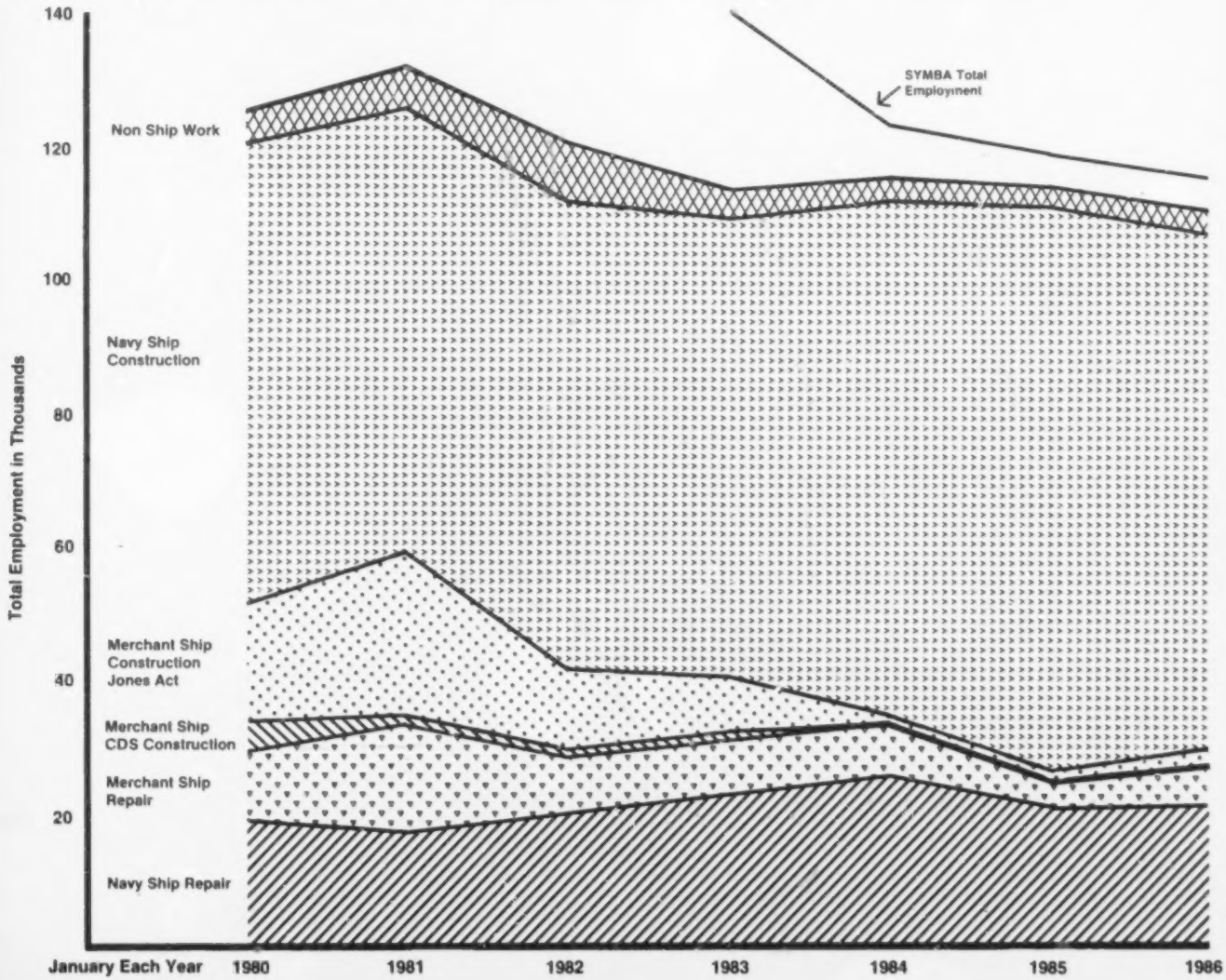
> Any facility capable of constructing a vessel over 400 feet in length or having the drydocking capability to repair a vessel over 400 feet in length and any facility capable of performing topside repairs on vessels over 400 feet in length provided that water depth in the channel to the facility itself is at least 12 feet.

Since October 1982, MARAD has surveyed private United States shipyards which meet the above qualifications to determine production worker employment in the SYMBA. The table below shows results of the surveys. Please note that the total employment is estimated to be 125 percent of prodution worker employment.

	Oct. 1982 110 Shipyards	Oct. 1983 101 Shipyards	Oct. 1984 95 Shipyards	Oct. 1985 88 Shipyards
East Coast	63,108	62,593	61,922	62,667
West Coast	23,724	18,392	15,701	14,399
Gulf Coast	22,886	15,835	16,591	13,213
Great Lakes	2,287	1,371	1,511	2,026
Non Contiguous	450	375	210	430
Total Production	112,455	98,566	95,935	92,735
Total Employment (Est)	140,568	123,207	119,900	115,900

Total Employment for Private U.S. Private Shipyards by Source

The following graph illustrates the decline in total employment devoted to merchant ship construction and repair since January 1980. It should be noted that employment by source is only for shipyards that perform major ship construction (merchant and naval) or Navy ship repair. SYMBA employment is shown as a reference. Definition of SYMBA is given on previous table.



Consumer Price Index (Large Cities)

	(1957 - 1959 = 100)							(1967 = 100)						
	1979	1980	1981	1982	1983	1984	1985	1979	1980	1981	1982	1983	1984	1985
January	238.1	271.3	303.2	328.0	339.7	352.0	363.6	204.7	233.3	260.7	282.1	292.1	302.7	312.6
Februray	240.9	275.1	306.5	329.0	339.9	352.7	365.1	207.1	236.5	263.5	282.9	292.3	303.3	313.9
March	243.5	279.0	308.4	328.5	340.7	352.7	366.7	209.3	239.9	265.2	282.5	293.0	303.3	315.3
April	246.3	282.1	310.2	329.9	342.9	353.6	368.3	211.8	242.6	266.8	283.7	294.9	304.1	316.7
May	249.2	285.0	312.9	333.2	344.5	355.1	369.6	214.3	245.1	269.1	286.5	296.3	305.4	317.8
June	252.3	288.2	315.6	337.3	345.6	356.0	370.6	216.9	247.8	271.4	290.1	297.2	306.2	318.7
July	255.2	288.4	319.3	339.4	346.7	357.6	371.1	219.4	248.0	274.6	291.8	298.2	307.5	319.1
August	257.6	290.3	321.5	340.1	348.3	360.8	371.7	221.5	249.6	276.5	292.4	299.5	310.3	319.6
September	260.1	292.9	324.5	340.1	349.8	362.9	372.7	223.7	251.9	279.1	292.8	300.8	312.1	320.5
October	262.4	295.5	325.2	341.4	350.3	363.0	373.7	225.6	254.1	279.7	293.6	301.3	312.2	321.3
November	264.7	298.2	326.0	340.9	350.5	362.7	375.2	227.6	256.4	280.4	293.2	301.4	311.9	322.6
December	267.4	300.9	326.9	339.5	350.6	363.1	376.1	230.0	258.7	281.1	292.0	301.5	312.2	323.4

Material Index for Navsea Steel Vessel Contracts

	(1957 - 1959 = 100)							(1967 = 100)						
	1979	1980	1981	1982	1983	1984	1985	1979	1980	1981	1982	1983	1984	1985
January	256.2	282.0	309.6	331.2	330.7	343.6	349.8	238.8	262.8	288.5	308.7	308.2	320.2	326.0
February	258.3	285.0	310.7	331.9	334.5	345.0	350.2	240.7	265.6	289.6	309.3	311.7	321.5	326.4
March	262.0	287.6	314.4	332.1	335.3	345.6	350.9	244.2	268.0	293.0	309.5	312.5	322.1	327.0
April	263.3	292.4	317.0	333.1	335.5	346.4	350.9	245.4	272.5	295.4	310.1	312.7	322.8	327.0
May	263.9	292.2	317.3	332.4	335.4	346.9	350.5	245.9	272.3	295.6	309.8	312.6	323.8	326.7
June	266.2	292.6	317.8	330.9	335.6	347.2	350.0	248.1	272.7	296.2	308.4	312.8	323.6	326.2
July	269.2	292.2	323.9	331.0	336.5	348.0	350.2	250.9	272.3	301.9	308.5	313.6	324.3	326.4
August	269.6	293.8	325.4	330.9	336.7	348.1*	350.5	251.2	273.8	303.3	308.4	313.8	324.4*	326.7
September	270.3	296.0	326.3	330.7	339.4	348.6*	350.5	251.9	275.9	304.1	308.2	316.3	324.9*	326.7
October	273.5	300.2	327.7	331.3	339.4	349.0*	350.5	254.9	279.8	305.4	309.2	316.3	325.3*	326.7
November	275.4	302.2	327.7	331.3	340.2	349.0	350.1	256.8	281.6	305.4	308.8	317.1	325.3	326.3
December	277.7	304.7	328.6	330.2	341.6	348.9	350.1	258.8	284.0	306.2	307.7	318.4	325.2	326.3
Annual Average	267.1	293.4	320.5	331.5	336.7	347.2	350.4	249.0	273.4	298.7	308.9	313.8	323.6	326.5

*Revised by BLS

Bureau of Labor Statistics Average Hours and Earnings for Selected Industries

	WEEKLY HOURS			HOURLY EARNINGS IN $			WEEKLY EARNINGS IN $		
Average For	Total Private	Durable Goods	*Shipbuilding and Repair*	Total Private	Durable Goods	*Shipbuilding and Repair*	Total Private	Durable Goods	*Shipbuilding and Repair*
1974	36.5	40.7	40.4	4.24	4.70	4.99	154.76	191.29	201.60
1975	36.1	39.9	40.0	4.53	5.15	5.47	165.53	205.49	218.80
1976	36.1	40.6	39.7	4.86	5.58	5.97	175.45	226.55	237.01
1977	36.0	41.0	39.4	5.25	6.06	6.35	189.00	248.46	250.19
1978	35.8	41.1	38.9	5.69	6.58	6.98	203.70	270.44	271.52
1979	35.7	40.8	39.5	6.16	7.13	7.67	219.91	290.90	302.97
1980	35.3	40.1	40.8	6.66	7.75	8.56	235.10	310.78	349.25
1981	35.2	40.2	40.7	7.25	8.54	9.39	255.20	343.31	382.17
1982	34.8	39.3	39.8	7.68	9.04	10.21	267.26	355.27	406.36
1983	35.0	40.7	40.2	8.02	9.39*	10.70*	280.70	382.17*	430.14*
1984	35.3	41.4	40.6	8.33	9.74	11.12	294.05	403.24	451.27
1983									
Jan	34.6	39.7	41.4	7.92*	9.24	10.65	274.03	366.83	440.91
Feb	34.2	39.4	38.1	7.93	9.28	10.63	271.21	365.63	405.00
Mar	34.6	40.1	40.6	7.91	9.27	10.75	273.69	371.73	436.45
Apr	34.7	40.3	39.5	7.95*	9.28	10.65*	275.87*	373.98	420.68*
May	34.9	40.4	39.6*	7.98	9.31	10.55*	278.50	376.12	417.78*
Jun	35.2	40.8	40.0*	7.98	9.35*	10.59*	280.90	381.48*	423.60*
Jul	35.3	40.4	40.3	8.01	9.38	10.57*	282.75	378.95	425.97*
Aug	35.3	40.7*	39.5*	7.96*	9.33*	10.42*	280.99*	379.73*	411.59*
Sep	35.2*	41.4*	40.4*	8.12	9.47*	10.51*	285.82*	392.06*	424.60*
Oct	35.2*	41.3	40.3*	8.15*	9.47	10.64*	286.88*	391.11*	428.79*
Nov	35.1	41.5	41.9*	8.16	9.54*	11.17*	286.42	395.91*	468.02*
Dec	35.4*	42.0	41.1	8.16	9.62*	11.14*	288.86*	404.04*	457.85*
1984									
Jan	35.0	41.3	41.2*	8.26	9.65*	11.27*	289.10	398.55*	464.32*
Feb	35.0	41.4	41.3	8.25*	9.65*	11.25*	288.75*	399.51*	464.63*
Mar	35.0	41.5*	40.5*	8.25*	9.68*	11.21*	288.75*	401.72*	454.01*
Apr	35.2*	41.7*	41.4	8.29	9.69*	11.07*	291.81*	404.07*	458.30*
May	35.2	41.4	41.2	8.28	9.68*	11.09*	291.46	400.75*	456.91*
Jun	35.5	41.5	40.7	8.30*	9.72*	11.07*	294.65*	403.38*	450.55*
Jul	35.6	40.9	40.4*	8.32	9.73*	11.15*	296.19	397.96*	450.46*
Aug	35.5	41.0	39.7	8.30	9.70	11.13	294.65*	397.70	441.86
Sep	35.4	41.5	39.4	8.43	9.79	11.07	298.42	406.29	436.16
Oct	35.1	41.3	39.8	8.40	9.78	11.00	294.84	403.91	437.80
Nov	35.1	41.4	40.1	8.43	9.85	10.98	295.89	407.79	440.30
Dec	35.5	42.1	41.0	8.46	9.96	11.16	300.33	419.32	457.56
1985									
Jan	34.7	41.1	40.9	8.50	9.99	11.21	294.95	410.59	458.49
Feb	34.6	40.4	40.2	8.52	9.99	11.24	294.79	403.60	451.85
Mar	35.0	41.2	40.5	8.52	10.01	11.33	298.20	412.41	458.87
Apr	34.9	40.9	40.5	8.54	10.03	11.22	298.05	410.23	454.41
May	35.0	41.0	40.2	8.53	10.04	11.23	298.55	411.64	451.45
Jun	35.4	41.4	40.6	8.56	10.08	11.29	303.02	417.31	458.37
Jul	35.3	40.6	40.5	8.54	10.10	11.29	301.46	410.06	457.25
Aug	35.4	41.0	39.9	8.54	10.05	11.40	302.32	412.05	454.86
Sep	35.2	41.4	40.3	8.68	10.15	11.42	305.54	420.21	460.23

*Revised by BLS.

Index of Straight-Time Average Hourly Earnings For Selected Shipyards, All Regions

(September 1980 = 100)

1980		1981		1982	
January	92.64	January	102.0	January	113.6
February	93.49	February	103.0	February	114.4
March	95.79	March	103.3	March	114.5
April	96.04	April	103.5	April	114.6
May	96.44	May	104.1	May	114.3
June	96.93	June	104.8	June	114.1
July	98.69	July	106.4	July	116.4
August	100.0	August	109.0	August	117.4
September	100.0	September	110.0	September	118.1
October	101.5	October	110.7	October	120.0
November	101.7	November	111.8	November	120.0
December	101.1	December	112.4	December	120.6

1983		1984		1985	
January	121.3	January	127.6	January	129.1
February	121.8	February	127.0	February	128.8
March	121.9	March	126.9	March	131.0
April	121.8	April	126.6	April	130.9
May	121.9	May	126.0	May	130.9
June	121.3	June	125.7	June	130.6
July	122.5	July	126.4	July	130.6
August	122.5	August	126.7	August	130.9
September	123.1	September	126.8	September	130.9
October	124.0	October	127.7		
November	126.3	November	127.7		
December	127.0	December	128.6		

Prevailing Wages of Basic Ratings at Naval Shipyards in Dollars

Comparison of **Step 5** wage rates for non-supervisory workers at eight naval shipyards in effect January 1986 pinpoints the highest and lowest rates:

Laborer: Puget Sound Naval Shipyard pays **$10.16.** Norfolk Naval Shipyard pays **$7.16.**
Helper: Pearl Harbor Naval Shipyard pays **$11.77.** Norfolk Naval Shipyard pays **$8.59.**
Mechanic: Pearl Harbor Naval Shipyard pays **$15.42.** Norfolk Naval Shipyard pays **$10.97.**

Naval Shipyard	Laborer (Step Rates for Grade 2)					Helper (Step Rates for Grade 5)					Mechanic Step Rates for Grade 10)					Effective Date
	1	2	3	4	5	1	2	3	4	5	1	2	3	4	5	
Portsmouth	6.19	6.45	6.70	6.95	7.21	7.44	7.74	8.05	8.37	8.68	9.85	10.26	10.67	11.08	11.49	2/09/85
Philadelphia	7.71	8.02	8.35	8.68	8.99	8.65	9.01	9.37	9.73	10.10	10.26	10.69	11.12	11.55	11.98	3/09/85
Norfolk	6.12	6.38	6.64	6.90	**7.16**	7.36	7.66	7.96	8.26	**8.59**	9.41	9.81	10.18	10.58	**10.97**	10/05/85
Charleston	6.46	6.73	7.00	7.27	7.53	8.16	8.49	8.83	9.18	9.53	11.00	11.44	11.91	12.37	12.82	12/14/85
Long Beach	7.31	7.61	7.91	8.22	8.52	9.15	9.55	9.92	10.30	10.69	11.09	11.55	12.00	12.48	12.93	2/09/85
Mare Island	8.45	8.80	9.15	9.51	9.86	9.90	10.31	10.72	11.13	11.57	12.31	12.82	13.34	13.85	14.36	2/09/85
Puget Sound	8.71	9.07	9.43	9.81	**10.16**	9.70	10.12	10.53	10.92	11.34	11.38	11.87	12.34	12.81	13.29	2/09/85
Pearl Harbor	8.21	8.55	8.90	9.24	9.59	10.09	10.51	10.92	11.35	**11.77**	13.21	13.76	14.31	14.86	**15.42**	11/16/85

Source: Department of Defense Wage Fixing Authority

Analysis of Vessel Inventory Report of U.S.-Flag Oceangoing Merchant Fleet
(as of July 1, 1985)

Twice a year, the Maritime Administration (MARAD) releases its inventory of United States registered oceangoing merchant ships of 1,000 gross tons and over. The latest VESSEL INVENTORY REPORT was released in December 1985. Table below is a detailed summary of all types of vessels either private or government-owned.

PRIVATELY-OWNED MERCHANT VESSELS

Type	Number	Average Age
Freighter	18	26
Containership	104	19
Partial Containership	39	21
Container - Ro/Ro Ship	2	2
Container - Barge	20	12
Container - Car Carrier	2	42
Roll-On/Roll-Off Ship	30	10
Combination Passenger and Cargo	4	33
Combination Passenger and Cargo Refrigerated	3	23
Bulk Carrier	12	9
Collier	1	3
Integrated Tug/Barge - Bulk	4	9
Bulk - Oil Carrier	3	17
Ore/Bulk/Oil	2	13
Tanker	199	19
Integrated Tug/Barge-Tanker	15	6
Chemical Tanker	6	19
Liquefied Natural Gas Carrier	13	8
Liquefied Petroleum Gas Carrier	1	28
Sulfur Tanker	5	42
Asphalt Tanker	1	28
SUBTOTAL	484	18

MARITIME ADMINISTRATION-OWNED VESSELS

A. National Defense Reserve Fleet (NDRF)

Type	Number	Average Age
Freighter	157	36
Containership	5	18
Partial Containership	24	25
Container-Barge	1	15
Container-Car Carrier	1	20
Car Carrier	1	28
Refrigerated	1	43
Roll-On/Roll-Off	1	17
Combination Passenger and Cargo	22	42
Tanker	20	35
SUBTOTAL	233	35

Analysis of Vessel Inventory Report of U.S.-Flag Oceangoing Merchant Fleet
(cont.)

MARITIME ADMINISTRATION-OWNED VESSELS

B. Vessels Inactive or Under Repair Not in NDRF

Type	Number	Average Age
Freighter	8	19
Partial Containership	2	22
Combination Passenger and Cargo	1	45
Nuclear Combination Passenger and Cargo	1	24
Tanker	1	22
SUBTOTAL	13	22

C. On Loan to Maritime Academies and Government Agencies

Type	Number	Average Age
Freighter	3	43
Combination Passenger and Cargo	5	35
Tanker	2	42
SUBTOTAL	10	38
GRAND TOTAL	740	24

Merchant Ships On Order in World

Although tonnage of merchant ships under construction or on order (orderbook) dropped for United States private shipyards to 447,000 gross tons (gt) as of September 30, 1985, its ranking improved to number 13 compared to other countries. "Lloyd's Register Shipbuilding Return for Quarter ended 30th September 1985," which includes all merchant type vessels of 100 gt and larger, indicates a decline of over three million gt since December 31, 1984. Ten years ago total world orderbook was 82,346,000 gt. Table below gives world orderbook for prior years.

Country	Gross Tons (000) 9/30/85	Gross Tons (000) 12/31/84	Gross Tons (000) 12/31/80	Gross Tons (000) 12/31/75
Japan	10,511	13,072	13,072	31,360
South Korea	4,977	5,798	2,489	1,630
Taiwan	1,231	932	1,161	1,076
Poland	1,196	1,167	1,555	1,617
Brazil	1,171	1,533	1,799	3,574
West Germany	745	561	864	4,263
Romania*	706	230	438	NA
Spain	637	925	2,172	4,263
China*	631	491	NA	NA
Yugoslavia	618	502	954	1,199
Denmark	592	793	829	2,002
Finland	473	534	624	1,205
United States	447	585	1,631	4,973
France	397	322	1,013	4,861
India	391	318	443	394
United Kingdom	378	339	858	4,931
Italy	351	127	640	2,296
East Germany*	318	354	NA	179
Argentina	228	279	186	331
Sweden	193	267	844	6,522
World Totals	27,498	30,688	34,628	82,346

* Data for Romania, China (Peoples Republic of) and East Germany is incomplete and for some years not available. No data is available for U.S.S.R.

Tonnage and Value of U.S. Oceanborne Foreign Trade
U.S. - Flag Vessel Participation for Calendar Years 1974-1984

(Thousands of Long Tons)

	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984
Total Tons	628.9	615.6	698.8	775.3	775.6	823.1	772.2	760.0	675.5	630.4	677.3
U.S.-Flag Tons	40.9	31.4	33.8	34.8	32.1	35.0	28.2	34.2	31.1	36.7	29.5
U.S. Percent of Total	6.5	5.1	4.8	4.5	4.1	4.2	3.7	4.5	4.6	5.8	4.3
Liner Total Tons	51.4	44.3	49.8	47.8	56.5	57.0	59.3	60.0	54.5	56.8	64.5
Liner U.S.-Flag Tons	15.3	13.6	15.4	14.4	16.0	15.7	16.2	16.5	14.3	14.0	13.8
Liner U.S. Percent	29.8	30.7	30.9	30.2	28.3	27.5	27.3	27.6	26.2	24.6	21.5
Non-Liner Total Tons	282.7	275.3	298.6	289.0	308.8	342.7	356.7	365.6	335.8	317.7	345.4
Non-Liner U.S.-Flag Tons	5.0	3.8	4.9	5.7	4.5	3.6	4.1	4.5	3.3	4.8	5.1
Non-Liner U.S. Percent	1.8	1.4	1.7	2.0	1.5	1.0	1.2	1.2	1.0	1.5	1.5
Tanker Total Tons	294.8	296.0	359.4	438.6	410.3	423.4	356.3	334.4	285.3	256.0	267.4
Tanker U.S.-Flag Tons	22.5	14.0	13.6	14.6	11.6	15.7	7.9	13.2	13.5	17.9	10.5
Tanker U.S. Percent	7.0	4.7	3.8	3.3	2.8	3.7	2.2	3.9	4.7	7.0	3.9

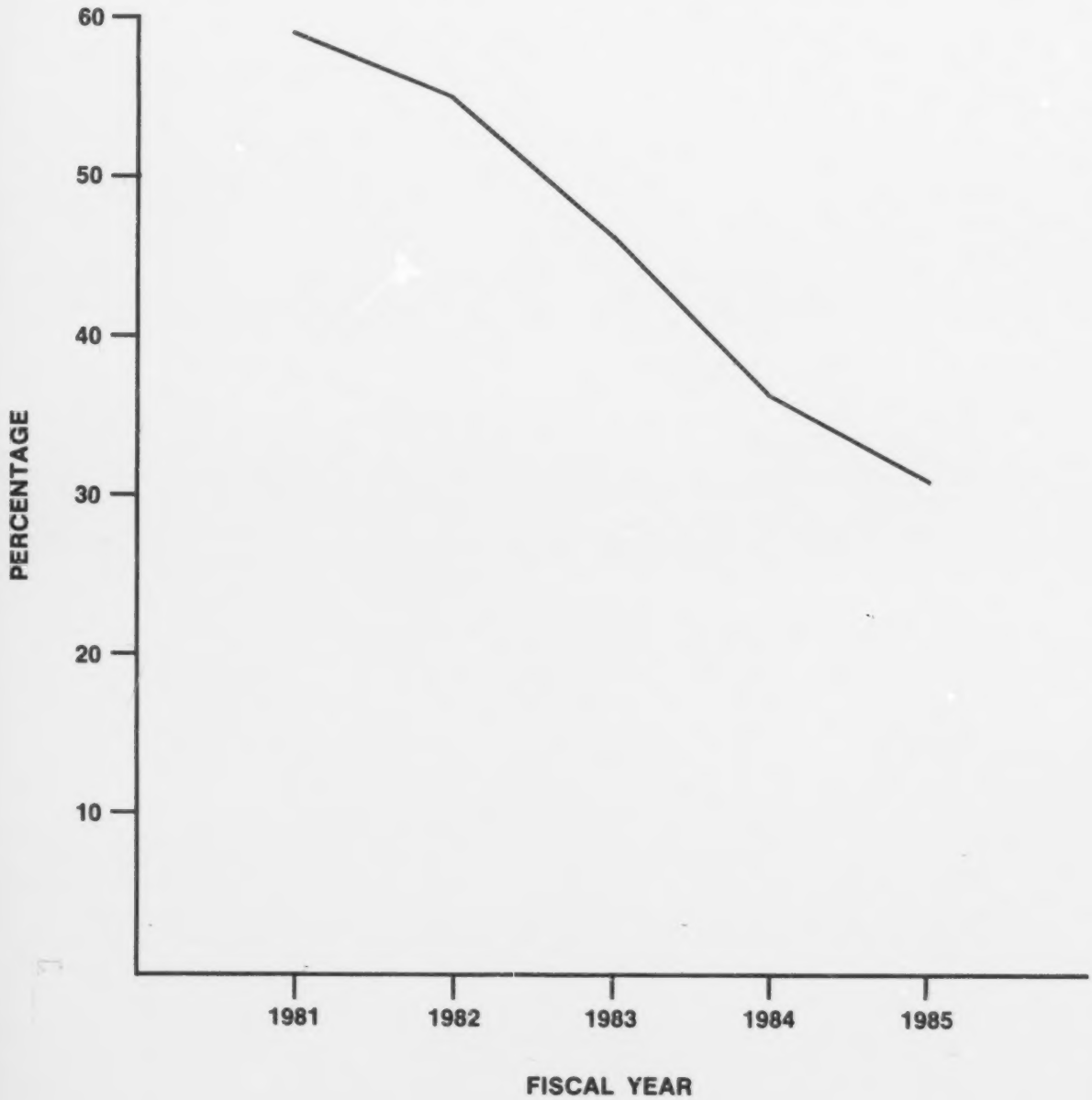
(Billions of Dollars)

Total Value	124.2	127.5	148.4	171.2	195.8	242.1	294.3	315.4	281.2	267.4	323.5
U.S.-Flag Value	22.0	22.4	26.4	28.0	30.7	35.7	42.3	47.0	43.5	43.0	44.8
U.S. Percent of Total	17.7	17.5	17.8	16.4	15.7	14.7	14.4	14.9	15.5	16.1	13.9
Liner Total Value	63.4	64.0	75.8	82.3	99.9	117.6	136.9	148.0	140.6	139.6	182.7
Liner U.S.-Flag Value	19.4	20.0	23.9	25.2	28.6	32.5	39.2	41.7	39.1	37.9	41.5
Liner U.S. Percent	30.6	31.2	31.6	30.7	28.6	27.6	28.7	28.1	27.8	27.2	22.7
Non-Liner Total Value	34.7	36.6	38.2	42.7	52.5	62.0	74.1	81.0	72.0	69.8	80.7
Non-Liner U.S.-Flag Value	.8	1.0	1.1	1.2	1.0	1.1	1.3	1.9	1.2	1.2	1.1
Non-Liner U.S. Percent	2.3	2.8	2.8	2.8	1.8	1.7	1.8	2.3	1.7	1.7	1.4
Tanker Total Value	26.0	26.9	34.4	46.2	43.4	62.5	83.3	86.4	68.5	58.0	60.1
Tanker U.S.-Flag Value	1.8	1.4	1.4	1.6	1.1	2.1	1.8	3.4	3.2	4.0	2.2
Tanker U.S. Percent	6.9	5.1	4.2	3.5	2.7	3.4	2.1	3.9	4.7	6.8	3.7

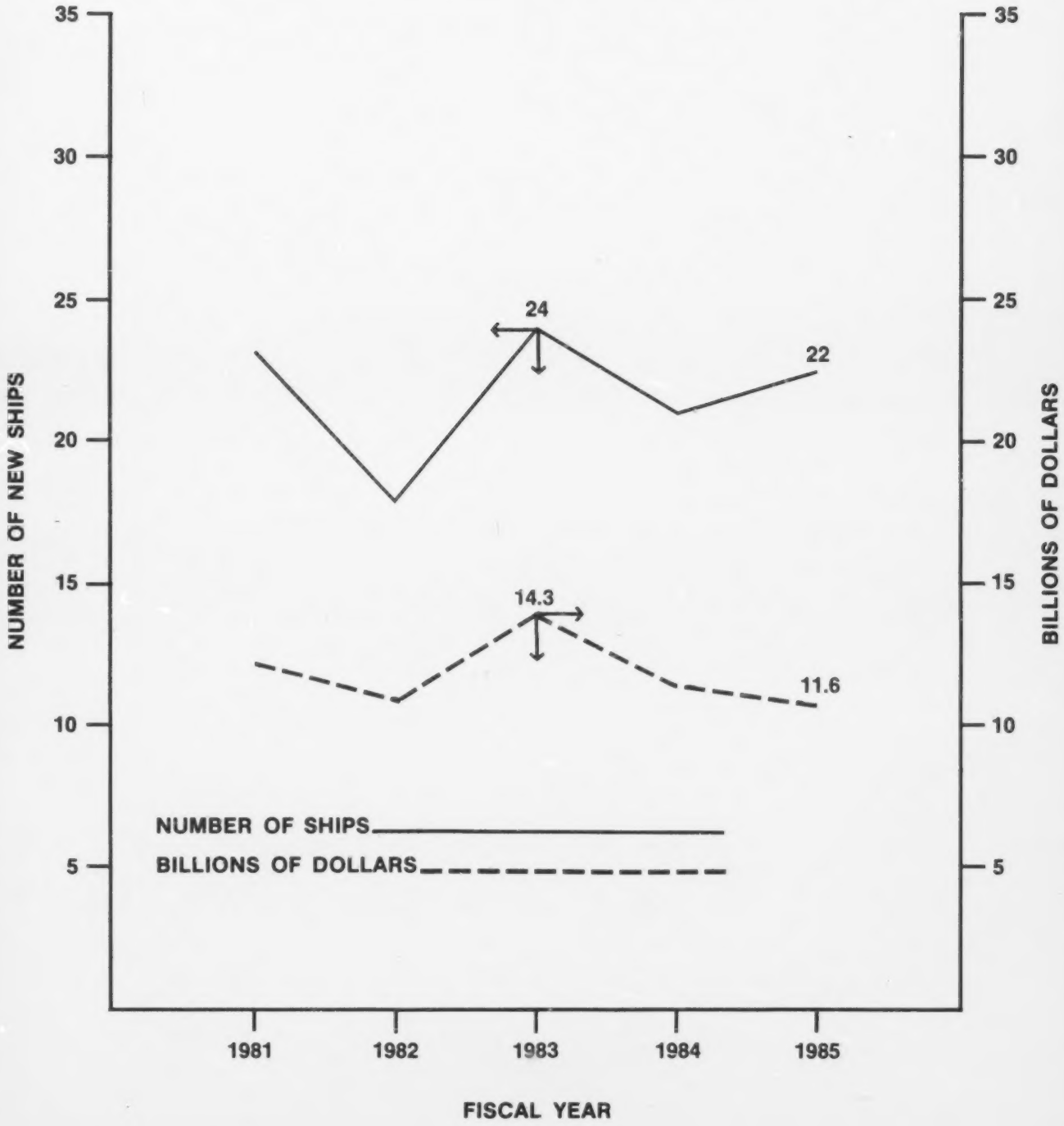
Source: Maritime Administration, Department of Transportation

Note: Table includes government-sponsored cargo; excludes U.S./Canada translakes cargoes and certain Department of Defense cargoes.

SHIPBUILDING CONTRACT VALUES AS A PERCENTAGE OF TOTAL NAVY SHIPBUILDING AND CONVERSION PROGRAM VALUE

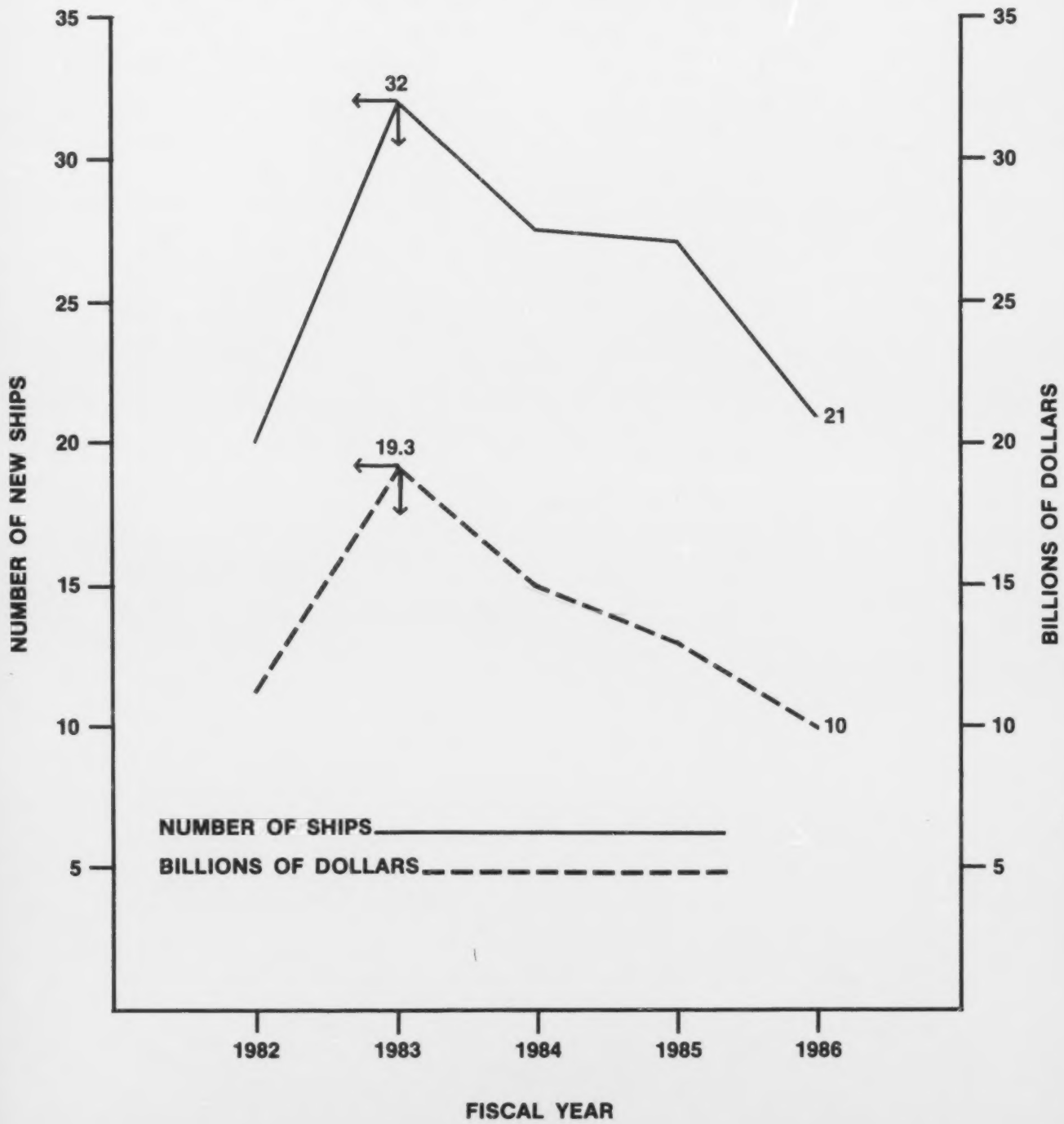


HOW THE NAVY PLAN CHANGES
FISCAL YEAR 1985



Note: Ships and Dolalrs reflect the proposed FY 85 program as it has varied over the past five years.

HOW THE NAVY PLAN CHANGES
FISCAL YEAR 1986



Note: Ships and Dollars reflect the proposed FY 86 program as it has varied over the past five years.